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June 9, 2006

Ms. Victoria Rutson
Chief
Section of Environmental Analysis
Surface Transportation Board
Washington, DC 20590

Re: STB Finance Docket 34284, Southwest Gulf Railroad Company Construction and operation Exemption – Medina County, TX – Request for Information

Dear Ms. Rutson:

This will supplement the May 25, 2006 response of Southwest Gulf Railroad to one of the questions posed to SGR in SEA's May 8, 2006 letter. Specifically, question 3 of that letter asked for information regarding typical quarry noise levels from other, similar quarries. We understand that this question was posed in connection with SEA's cumulative impacts analysis of the noise that would be generated by both SGR's rail line and Vulcan's quarry.

In the ordinary course of its quarrying operations, Vulcan does not compile noise data. Further, Vulcan understands that such data is also not compiled or maintained by the trade association of quarry operators. However, some data that SEA may find relevant is set forth on the attached CD. This CD contains an electronic file (in excel format) that displays noise data generated by the operation of various types of quarrying and related equipment, including large vehicles, operating at Vulcan's Manassas, VA quarry. The data was compiled from noise monitoring done at that quarry by the consulting firm of Skelly and Loy, Inc. The Manassas quarry is generally similar in size to the planned Medina County quarry and is generally typical of many quarry operations. Further, the quarrying and processing equipment studied at Manassas is similar (although not identical in all cases) to the types of equipment that will be used at the Medina County quarry. Thus, the data is informative of the general range of noise that might be expected to be generated at the Medina quarry.

Finally, SGR's May 25 response to another portion of question 3 included the following statement: "Air overpressure models predict this charge weight to produce 125 dbL at 1,015 feet, diminishing as the distance to the blast location increases." In order to avoid any confusion regarding this statement, SGR believes that it is important to clarify that the referenced measure of 125 dbL is

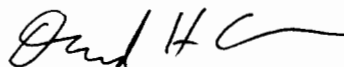
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actually a measurement of air overpressure (i.e., pressure differential). In other words, this predicted reading is not a measurement of sound levels (i.e., noise) and should not be interpreted as such.. SGR is advised that Vulcan does not measure blast-related noise levels in the ordinary course, and is not aware of any situations in which such measurements are undertaken at any of its quarries.

We trust that the attached information is responsive to your question. Please let us know if we can be of further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "David H. Coburn", with a stylized flourish at the end.

David H. Coburn
Attorney for Southwest Gulf Railroad

cc: Ms. Rini Ghosh (w/attachment)
Ms. Jaya Zyman Ponebshek (w/attachment) (via Federal Express)

Please contact the Section of Environmental Analysis to view a copy of the submitted electronic file.